

Message Text

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11

ACTION EB-11

INFO OCT-01 EUR-25 ADP-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 SS-15 NSC-10 L-03 PA-03 PRS-01

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FM AMEMBASSY PARIS

TO SECSTATE WASHDC 0472

INFO AMEMBASSY BRUSSELS

AMEMBASSY LONDON

AMEMBASSY MOSCOW

FAA / WASHDC

UNCLAS PARIS 14558

E. O. 11652: N/ A

TAGS: ETRN, FR, UR

SUBJECT: CIVAIR: SOCIET SST

BRUSSELS FOR FAA

1. PRODUCTION MODEL OF SOVIET SST TU-144 ARRIVED AT LE BOURGET MAY 23 FOR DISPLAY DURING PARIS AIR SHOW AND, ACCORDING NEWS AGENCIES, IMMEDIATELY CREATED SENSATION IN CIVIL AVIATION CIRCLES. PLANE APPEARS TO HAVE BEEN EXTENSIVELY REDESIGNED IN COMPARISON PROTOTYPE SHOWN AT 1971 PARIS AIR SHOW. FUSELAGE HAS BEEN LENGTHENED AND SOVIETS INDICATED CAPACITY NOW 140 PASSENGERS. PLANE NOW MUCH LARGER IN APPEARANCE THAN ANGELO- FRENCH CONCORDE. WINGS ARE NO LONGER FLAT BUT DROOP. UNDERCARRIAGE AND TAIL HAVE BEEN REDESIGNED. ENGINES HAVE BEEN MOVED OUT TO BASE OF WINGS. RETRACTABLE " MOUSTACHES" LOCATED BEHIND COCKPIT TO IMPROVE STABILITY ON LANDING AND TAKEOFF.

2. KAZAKOV, SOVIET DEPUTY MINISTER FOR AERONAUTICS INDUSTRY, TOLD PRESS OTHER IMPROVEMENTS IN TU-144
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INCLUDE BETTER NAVIGATIONAL EQUIPMENT, AUTOMATIC LANDING SYSTEM, AND ON- BOARD COMPUTER FOR ALL- WEATHER FLYING. KAZAKOV SAID PLANE WEIGHS 180 TONS AND HAD REACHED SPEED OF 2,500 KILOMETERS PER HOUR IN TEST FLIGHTS. MODEL NOW ON DISPLAY HAD FLOWN MOSCOW- PARIS IN LESS THAN TWO HOURS AND KAZAKOV SAID IT COULD FLY DISTANCE WITH FULL PASSENGER LOAD IN 90 MINUTES. HE SAID SEVERAL AIRCRAFT OF PRODUCTION VERSION ALREADY AVAILABLE AND TU-144 WOULD GO INTO DOMESTIC AND INTERNATIONAL SERVICE IN EARLY 1975. HE ADDED AEROFLOT WAS CURRENTLY WORKING ON ARRANGEMENTS FOR INTERNATIONAL FLIGHTS BUT HE GAVE NO FURTHER DETAILS KAZAKOV SAID THAT TU-144 ENTRY INTO COMMERCIAL SERVICE IN EARLY 1975 RATHER THAN MID-1974 RESULTED FROM A FEW PROBLEMS THAT HAD BEEN ENCOUNTERED WHICH HAD TO BE STUDIED IN DEPTH BUT HERE AGAIN HE WENT INTO NO FURTHER DETAIL. IRWIN

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